



INSTALLATION INSTRUCTIONS

P/N: C9600

TOE PLATES

These plates are designed to help set the alignment of the front wheels on your race car. To attain a proper toe reading, the following procedure should be followed. Make sure you check the car for damaged and worn parts check the steering box for excessive free play. Check all four rims to make sure they are not bent and do not have excessive run out. BENT WHEELS OR WORN/DAMAGED PARTS WILL RESULT IN FALSE READINGS.

PARTS LIST

2) Aluminum Toe Plates

ADJUSTMENT PROCEDURE

1. Find the true center of your steering box by counting the number of turns that are required to rotate the steering wheel from lock to lock.
2. Return the steering wheel to center by rotating it 1/2 the number of turns counted in Step 1.

To find the true center of your steering system, you must take a diagonal measurement of the front steering linkage. Measure from the center of the steering box shaft, diagonally to the pivot point of the idler arm where it attaches to the centerlink. Now measure from the center of the idler arm shaft diagonally to the pivot point of the pitman arm where it attaches to the centerlink. You must rotate the steering wheel until these two measurements are equal. Once the measurements have been equalized, put a reference mark on the steering box and steering shaft for fast reference at the track and when troubleshooting.

3. Lock the steering wheel in position so that it cannot move. Roll the car back and forth approximately five feet to eliminate any scrub in the tires. Bounce the front end up and down a few times to settle the chassis.

At this time, you should make sure that the rear axle housing is square in the chassis. This is vital to proper tracking and alignment. The simplest way to accomplish this without specialized tools is to "string the rear".

**For Technical Assistance, call Competition Engineering's Tech Line at
(203) 458-0542, 8:30am-5:00pm Eastern Time**

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1. Tie a string to the frame in a location behind the right rear tire. Run the string forward, 12" off the ground, to a point approximately three feet in front of the right front tire. Tie the end of the string to a jack stand for stability.
2. Move the string line so that it just touches the bulges in the right rear tire sidewall.
3. Measure from the string line to the frame rail in two places, one just in front of the right rear tire and again just behind the right front tire. If these two numbers match, your rear housing is aligned properly. If the difference is greater than 1/4", you should check your suspension for damage and correct as necessary.
4. With the rear housing square in the chassis, adjust the right front tie rod end so that the distance between the right front tire and the string line is the same at both front tire bulges.

With the steering system centered, the rear end properly aligned and the right front tire aligned with the right rear tire, we can now set the toe on the front tires.

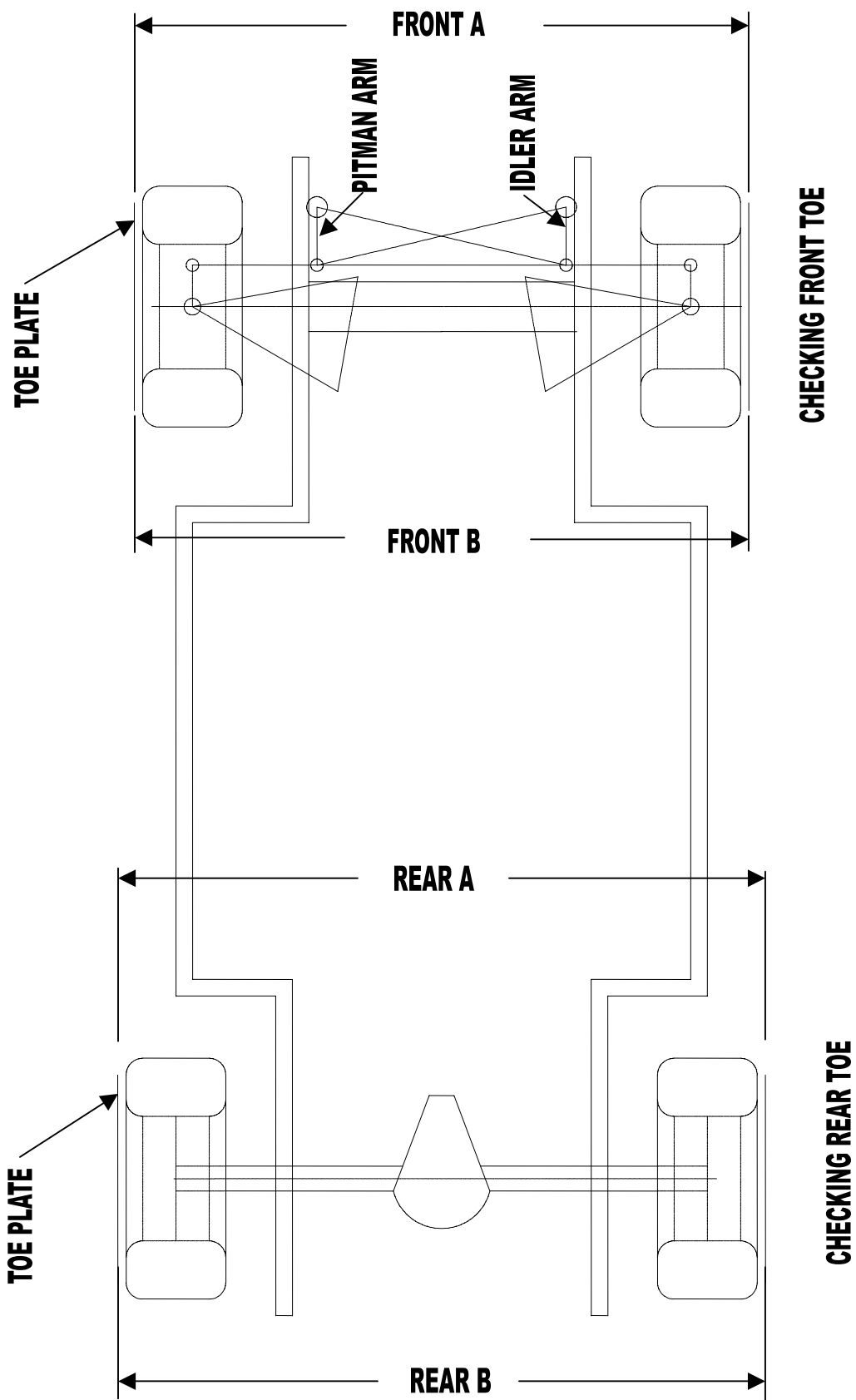
CHECKING TOE

1. Place the toe plates against the front tires so they touch the tire sidewall. The bottom of the toe plate should be resting on the ground. Refer to the diagram for clarity.
2. Measure across the front of the tires (A) with your tape measure blade in the slot closest to the ground. Record the measurement while holding the toe plates firmly against the tire sidewalls. (This requires two people to accomplish or you may fasten one of the plates to the rim using an elastic cord through the holes provided in the plates.)
3. While holding the plates firmly, measure the distance across the backside of the front tires (B). The difference between the two measurements is the total toe setting.

ADJUSTING TOE

1. Rotate the driver's side tie rod until the desired toe setting is reached.
2. Bounce the front end up and down to eliminate any tire scrub and re-check your measurements.
3. When the desired setting is reached, tighten all front-end parts.
4. With all the parts tight, Bounce the front end again and re-check the toe to make sure nothing has changed. If a change has occurred, you may have worn components in the front suspension or the steering wheel is not locked in position.

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**USE TAPE MEASURE SLOTS
CLOSEST TO GROUND**

**HOLD TOE PLATE FIRMLY
AGAINST EACH TIRE SIDEWALL**

**LONG SIDE OF TOE PLATE
RESTING ON THE GROUND**

